



# Global Hawk pilots train in-theater

By Master Sgt. Michael A. Ward  
380th Air Expeditionary Wing  
Public Affairs

## SOUTHWEST ASIA

— For Global Hawk pilots, training is a little like going to a university with a large main campus and an extension campus a few miles away - make that half a world away.

While that's one heck of a commute, it's necessary because the Global Hawk, an unmanned aerial reconnaissance vehicle used to provide real-time imagery, comes in very limited numbers.

"Everybody comes qualified to a deployed location, right?" said Maj. Ed Maraist, 12th Expeditionary Reconnaissance Squadron detachment commander. "Not us. This is the only place we fly the Global Hawk, so we bring out people who haven't qualified and train them here."

The syllabus for training consists of 18 simulator rides and three launch and recovery flights. Pilots wrap up with an initial check ride, which qualifies them to do take off and landings, but not missions.

"We do the take off and landings here, but the mis-



**Staff Sgt. Sean Haugan and Staff Sgt. Brian Fox examine a Global Hawk unmanned aerial vehicle just before launch. The Airmen are deployed to the 380th Expeditionary Aircraft Maintenance Squadron. (Photo by Staff Sgt. Justin Jacobs)**

sion is flown by crewmembers back at Beale," the major said. "We hand off the plane about one and a half hours into the sortie, they fly the entire mission, hand it back to us, and we bring it in for landing."

The major said the process, called reach-back,

helps reduce the amount of personnel, equipment and support that would need to be shipped here to support the Global Hawk mission.

"We do it this way because we can," he said, "You want as small a footprint as possible in theater, and as long as we have the ability

to fly to anywhere in the world from anywhere in the world, why take resources from the home base and bring them here?"

When pilots complete training here, they return to Beale for mission-related training and ironically, a continuation of their deployment.

"We're a detachment from our home unit, but the interesting thing is that the squadron, as a whole, is attached to the 380th AEW," the major said. "When our guys finish here, they are not finished with their deployment. They are basically forward deploying to another 380th AEW site at Beale."

Global Hawks are flown by Air Force pilots or navigators who hold a commercial pilot's instrument rating. But, unlike manned aircraft that use stick and rudder, the Global Hawk is flown by keyboard and mouse.

"The airplane flies itself," the major said. "We direct it and tell it where to go. My kids are jealous that I get to play a video game for a job."

While the job is fun, it's also serious. The Global Hawk mission supports not only the Air Force, but DoD and most of the U.S. national security and intelligence gathering agencies.

# New program encourages camaraderie

By Mr. Vincent Dotson  
8th Air Force Safety Office

Gen. George Patton expressed a strategy for military success — simply stated, don't die for your country, make your enemies die for their country — your duty is to survive.

Our Air Force works hard to ensure survivability. Our most vulnerable people, our pilots, receive extensive survival training in the event of a downing as well as in-depth egress training to ensure safe ejection in an emergency. A major portion of research and development of any new aircraft is the survivability of the plane and the egress capabilities. Airfield and aircraft security in a theater of war receive top priority.

Longer ago than I care to admit, air police were renamed security police and challenged with a new tasking to provide just such survivability.

The Air Force also works hard to ensure your survival while away from hostile areas. We even have an official program aimed at your off-duty survival — it's called "The 101 Critical Days of Summer."

On March 31, Lt. Gen. Will Fraser, vice commander of Air Combat Command who has temporarily been appointed commander, emphasized this program and suggested a more proactive approach toward a focus of "Airmen Supporting Airmen." His goal is to make "Air Force family" not just a jingle, but to get you to think about

what this really means and to understand everyone shares in this responsibility.

"Airmen Supporting Airmen" could help us all grow closer as a team when those times of increased stress, depression and mishaps roam just around the corner. By taking more responsibility for each other, we would enable ourselves to tackle issues such as drunk driving, suicides, sexual assaults and possibly even prevent mishaps.

I encourage you to formally act as a wingman to at least one other Airman by offering your time and personal advice, be someone they can come talk to and demonstrate a little understanding by showing that you care. This kinship will bind and promote a genuine concern for our Airmen — both military and civilian, and their families through mutual, self-directed relationships with each other. Relationships could involve talking, playing sports or just hanging out.

COMACC's focus will ensure our folks make a personal commitment to look after each other. You don't have to go far to check in, your Airmen could be your co-worker, a friend, your neighbor, a gym partner or even a worker from a different section or unit. The chance to take time, step back, listen, value these interpersonal rela-

tionships and identify members of the overall larger team by name will make a difference today and everyday.

We in 8th Air Force Safety encourage your units to have "Airmen Supporting Airmen" days by having special unit or individual activities, or sharing new ideas to ensure this 101 Critical Days of Summer is the safest ever.

Work with our local resources to see about special group rates or special packages to fun activities that might help foster ideas of togetherness. To paraphrase General Patton — our duty is to survive for your country by making the enemy die for theirs. That's the duty you owe — to your country, to your family, and most importantly, to yourself.

Whether over the skies of Afghanistan, on the ground at airfields in Iraq or at home station, we need to remain vigilant and keep each other safe during the traditional spike when we have a majority of our on- and off-duty mishaps.

By participating in "Airmen Supporting Airmen," we reinforce our existing commitment to each other on a personal level. Have you supported fellow Airmen yet? If not, it's time to check in.

*Airmen Supporting Airmen could help us all grow closer as a team ...*

## The "Mighty Eighth" Voice

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## Base completes two simultaneous exercises



One of 15 2d Bomb Wing B-52Hs raises its landing gear after take off April 19, ending the combined Busy Mudbug and Global Thunder exercise. (Photo by Tech. Sgt. Robert Horstman)

By J. Manny Guendulay  
2d Bomb Wing Public Affairs

**BARKSDALE AIR FORCE BASE, La.** – Barksdale displayed its ability to endure a heavy operations tempo April 11-19 while the 2d Bomb Wing participated in a Busy Mudbug operational readiness exercise run simultaneously with Strategic Command's Global Thunder exercise.

Global Thunder was a command post virtual exercise where STRATCOM requested certain aircraft with specific weapons in the sky at the same time. Lt. Col. Jon Johnson, 2d BW Plans and Programs chief said the wing decided to use the opportunity to have the wing generate aircraft for a Busy

Mudbug exercise.

"STRATCOM's piece was to work with all the units they control," Colonel Johnson said. "A lot of times, they build a scenario where certain world events are taking place. They'll say, 'We want our leadership to figure out what type of response they would apply to the scenario as it unfolds. If this condition is met, then we do this in return.' It kind of shows a set of events that creates a posture by the United States. For us, we're told we need to make our aircraft war ready and we have a certain amount of time to produce the aircraft."

Johnson explained that while STRATCOM's main challenge is moving units across the nation, the wing

has to take the aircraft, which are configured for one type of mission, such as training, get them ready with a specific weapons array and then match aircrews with the aircraft.

"This is pretty challenging for us," Colonel Johnson said. "For instance, if one plane breaks, do we fix it or do we swap to another plane? It's a lot of that type of problem solving that goes on during the exercise."

Maj. David Hornyak, 2d Operations Support Squadron assistant operations officer, said not only did the exercise prove to be challenging, but also the environment played a role in the exercise.

"The challenges we faced in this exercise included long hours, severe

weather, and numerous real world and scenario inputs creating a challenging, yet realistic training environment. Both aircrew and maintenance crews worked sometimes as many as 14 hours straight to get aircraft ready to execute a simulated special weapons response to simulated emerging threats."

Lt. Col. Ronald Funk, the assistant deployment officer for the 20th Bomb Squadron, said Busy Mudbug gave his unit a chance to use a new official process for assembling aircrews.

"The exercise gave us the opportunity to immerse new emergency war order certified crewmembers into the world of special

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# Eyes wide open: GH flies 4,000 combat hours

By Airman 1st Class  
Candace Romano  
9th RW Public Affairs

**BEALE AIR FORCE BASE, Calif.** – The Global Hawk recently reached 4,000 combat flight hours during an operational mission in support of the Global War On Terrorism.

“This is a great achievement for the Air Force and for the Global Hawk Program. It demonstrates the endurance and mission capabilities of Global Hawk in supporting the war on terrorism and the war fighter,” said Chuck Netherland, Northrop Grumman’s on-site project manager for GWOT supporting the 12th Reconnaissance Squadron. “It shows the commitment of those involved in support operations to succeed with Global Hawk.”

Not long after its first flight in 1998 from Edwards AFB, Calif., the Global Hawk starting log-

ging hours and providing unblinking coverage.

“This is a significant hurdle for a brand new aircraft. There is no other airplane that has logged so many combat hours in the infancy of its program,” said Ted Ross, Northrop Grumman’s Global Hawk Beale site manager. “While planes are being manufactured and flight tested, we are at the same time forward deployed, fighting the war on terror.”

This milestone in the Global Hawk program has reinforced the value of the aircraft and its effectiveness in fighting the war on terrorism.

“Reaching 4,000 combat hours is continued proof of the system’s reliability and its value to our men and women in combat,” said George Guerra, director of Northrop Grumman’s Air Force Global Hawk program.

The Global Hawk has

already been utilized operationally despite its early stages in development, participating in Operation Enduring Freedom in 2001 and Operation Iraqi Freedom in 2003.

“This aircraft was designed as an advanced concept technology demonstrator,” said Jim Payne, Northrop Grumman contract site lead. “It was designed to demonstrate the capabilities of the system. It was never intended to be a production aircraft, but when the Air Force discovered its unique capability to provide near-real-time imagery to the war fighter, they quickly ushered it into operational use.”

Air vehicle-3, the third of many birds to come, was never intended to participate in operational missions or fly combat sorties. AV-3 did both and went on to reach 4,000 combat flight hours, contributing more than 95 percent of the 4,000 hours.

The Global Hawk’s recent successes have paved the way for its continued participation in the global war on terror.

“The success proves Global Hawk’s mission capability during war operations and support of the war fighter,” said Mr. Netherland. “It sets the bar to higher standards for successful missions.”

There are plans in place for the Air Force to have a total of 51 Global Hawks by 2013, of which up to 35 will be stationed at Beale.

“As reconnaissance aircraft, the U-2 and Global Hawk are currently working very well together at Beale,” said Mr. Ross. “As soon as the rest of the Global Hawks arrive, they will be put to work right away around the world.”

*(Information from a Northrop Grumman news release was used in this story.)*

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weapons operations and procedures,” he said. “In some cases, this was the first actual generation many of our crewmembers have had the opportunity to participate in. In addition, having to work around some short notice and unexpected simulations, due to real world events, provided a definite challenge in realism.”

Major Hornyak said the exercise was a success and because of it, future exercises similar to it will be suc-

cessful.

“The 2d Bomb Wing learned it is ready and able to execute its special

*“The 2d Bomb Wing learned it is ready and able to execute its special weapons mission today.”*

*Maj. David Hornyak  
2d Operations Support Squadron*

weapons mission today,” he said. “We executed multiple events normally not accomplished in training such as a free-flow taxi and taxiing (not takeoff) under emergency war order vice peacetime criteria. We showed we can do this safely and efficiently. There is always room for improvement and we will learn from our missteps and make the next exercise an even better, safer and more efficient opportunity to train.”

## Commander recognized by Republic of Korea

By 2nd Lt. Travis Lamb  
303rd Intelligence Squadron

### OSAN AIR BASE, Korea —

The Republic of Korea Minister of Defense Yoon Kwang Ung recently spotlighted the growing 303rd/1925th partnership by recognizing the former commander, Lt. Col. Mark W. Westergren, with a letter of commendation for his efforts in continuing the partnership between the units.

Minister Yoon expressed his sincere appreciation and gratitude for the meritorious service that Colonel Westergren rendered to the ROK during his tenure as 303rd Intelligence Squadron commander.

Minister Yoon also praised Colonel Westergren's professionalism which "contributed much to the development of our early warning mission operations and to safeguarding the security of the Republic of Korea."

The partnership was forged by the "One Family" concept in which Colonel Westergren and Lt. Col. Chung Ryul Ryu, former 1925th commander, combined two units into one.

The commanders attended unit visits from ROK and U.S. senior military and civilian leadership, such as members of the South Korea National Assembly, the secretary of the U.S. Air Force and general officers.

In addition, Colonel Westergren instituted a combined officer professional development program, highlighted by a field trip to a ROK memorial for sailors killed during a North Korean naval engagement and coordinated quarterly "friendship dinners" between squadron senior leaders.

"I am extremely honored to receive this award because it serves as an enduring testament to the outstanding teamwork, dedication and professionalism of the personnel in the 303rd



Lt. Col. Mark Westergren

and the 1925th," Colonel Westergren said.

"This close cryptologic partnership, forged over the past few decades, continues today under the current commanders, who stay focused on their mission to 'Keep the Morning Calm.'"

## Charter Chiefs surprise Whiteman AFB NCO

By Senior Airman Neo  
Martin  
509th Bomb Wing Public Affairs

### WHITEMAN AIR FORCE BASE, Mo. —

As Chief Master Sgt. Vicki Orcutt was beginning her life, a group of Airmen were paving the way for her future and the future of the Air Force.

At a recent banquet honoring the Charter Chiefs, Chief Orcutt, the 509th Bomb Wing command chief master sergeant, crossed roads with some of those Airmen.

The Charter Chiefs are the first 625 enlisted Air

Force members promoted to chief master sergeant Dec. 1, 1959. The chief master sergeant rank was created by Congress as a part of the Career Compensation Act of 1958. It's a direct byproduct of the explosion in technology that took place during and immediately following World War II.

Retired Chief Master Sgt. James Flaschenriem, one of the Charter Chiefs, presented Chief Orcutt with an Honorary Charter Chief Award at Lackland Air Force Base, Texas.

"I went to the event to pay tribute to (the Charter Chiefs) and they recognized

me. It was a surprise — it's a humbling honor," she said.

"Since no ladies were on the first list in 1959, I called a meeting of the board of directors and asked each to nominate one lady for appointment to the honorary rank of Charter Chief." Chief Flaschenriem said, "I recommended Chief Orcutt be appointed because of her outstanding abilities and performance, and the fact she is the command chief of the mightiest bombardment wing in the United States Air Force."

At 27 years of service, Chief Orcutt realizes the groundwork for every Airman is in place for them to

achieve the rank of chief. "I joined the Air Force because there is no 'glass ceiling.' Everyone has a chance to excel and grow," she said.

Since June 2004, Chief Orcutt has been responsible for advising the 509th BW commander and senior staff on matters affecting health, morale and welfare of more than 3,300 enlisted members. She also provides guidance on leadership, self-improvement, discipline, job performance and military standards.

Chief Orcutt said, "I love the Air Force. It has been a wonderful ride and when its time to leave, I'll be kicking and screaming."



## Beale helps History Channel recreate moment



Above, Senior Airman Wesley Springer and Staff Sgt. Danerio Yates, both members of the 9th Physiological Support Squadron ready History Channel Host Hunter Ellis for a chamber ride to 60,000 feet. The History Channel crew recently spent two days at Beale Air Force Base, Calif., taping a segment for a new series called *Man, Moment, Machine* to air in August. The segment recreated the events involving the shoot down of Frank Powers in 1960. Left, Capt. Jeff Wright, 99th Reconnaissance Squadron U-2 pilot, shows Mr. Ellis how to maneuver the U-2 in the cockpit trainer.

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Mr. Ellis and Captain Wright pose for a promotional photograph to advertise the upcoming show. The show will also highlight the changes in the U-2's technology and its reconnaissance platform. The History Channel crew used three Airmen from Beale as actors during the two-day shooting. (Photos by Master Sgt. Tim Helton)



Above, Mr. Ellis discusses imagery interpretation with members of the 548th Intelligence Group. Right, Senior Airman Wesley Springer and Staff Sgt. Danerio Yates, both members of the 9th Physiological Support Squadron, dress Mr. Ellis in the pressure suit in preparation for his chamber ride.





By J. Manny Guendulay  
2d Bomb Wing Public Affairs

**BARKSDALE AIR FORCE BASE, La.** – While operational sorties flown by the 11th, 20th and 96th Bomb squadrons fly at altitudes with five digits, the 49th Test and Evaluation Squadron have segments of their missions that fly in only the triple digits.

It's called low-level flying — the capability of approaching a target by flying low enough to evade radar and surface-to-air missile threats. In order to do this, B-52 crewmembers must fly at levels as low as 200 feet while moving toward a target.

After the United States Strategic Command ended the B-52 community's low-level missions, Lt. Col. Barry Sebring, 49th TES commander, said the squadron was charged to maintain their low-level proficiency.

"In 2000, when the discussion to remove B-52 low-level flight from the aircrew qualification program was ongoing, STRATCOM mandated the B-52 community maintain a comprehensive special weapons evaluation capability for the gravity and cruise missile weapons in the inventory," he said.



**Lt. Gen. Thomas Goslin, Strategic Command vice commander, flies over the hills of Texas just below 400 feet during his fini-flight April 8. He requested his last mission to involve low-level tactics. (Photo by Tech. Sgt. Denise Raydar)**

"Air Combat Command decided the best place to retain that low-level proficiency was in 49th TES since this unit conducts the special weapons evaluations for ACC," he said. "Since weapons experience different flight conditions, pressures, temperatures and airspeeds depending on the release altitude, we test the survivability and performance of these assets as low as 200 above ground level and up to 48,000 feet AGL."

The B-52 originally was adapted for flying low-level missions after surface to air missile technology had been beefed up by the Soviet Union

during the Cold War period.

Maj. Terry Christiansen, 49th TES chief of training, said at the time, B-52s would attack targets by flying under the Soviet radar network and hit their targets using technology added to the plane during the 1970s.

However, after the Cold War, the use for low-level approach had changed. Major Christiansen said studies started to show most aircraft shot out of the sky were not shot down by SAMs but instead by simple anti-aircraft artillery. The beginning of the end of low-level flying came during the first nights

of Desert Storm.

"The first two nights of the Gulf War, B-52G models penetrated Iraq flying low-level as they had practiced and flew at extremely low altitudes into downtown Mosul and other areas," Major Christiansen said. "Well, after the second night, the crews came back complaining that what they were doing was insane because of the curtain of anti-aircraft gunfire. After those first nights, the B-52s started flying high altitude sorties. Over the next few years, it was decided that the B-52 would be taken out of the low-level assets and moved to high altitude sorties."

The secondary function for the 49th TES's retaining low-level tactics is in case its need ever resurfaces and pilots must be instructed quickly. Because of that, all B-52 aircrew members within the squadron are trained to fly low-level.

"While many potential adversaries possess strong air defense capabilities, there are regions in the world where low-level operations offer a viable alternative for theater commanders when employing long-range strategic air-power," Colonel Sebring said.



# Airman inspired by father's service

By Senior Airman Joe Lacdan  
509th Bomb Wing Public Affairs

**WHITEMAN AIR FORCE BASE, Mo.** — In her homeland, Airman 1st Class Duong Ngo looked over countless rows of rice crops while growing up on the south Vietnamese countryside, in rural Ben Tre.

Today, she looks over rows of deployment equipment at the 509th Logistics Readiness Squadron mobility warehouse here.

The mobility flight technician tracks the shelf life of items such as gas masks, gloves and mask canisters for more than 2,000 mobility bags. She is the liaison for the Mobility Inventory Control and Accountability System, a position normally filled by a seasoned NCO. Airman Ngo also trains her peers in MICAS.

"She is tasked with more work than anyone in Mobility (flight)," said her supervisor, Staff Sgt. Cheron Nieves. "She's the best Airman I've ever worked for or worked with. She's mature for her age."

Airman Ngo said part of her maturity and work ethic comes from her father, 63-year-old Xe Ngo, who served as a captain in the South Vietnamese army from 1968-1975. Her father led a South Vietnamese infantry company against the North Vietcong communist armies during the Vietnam War.

"That's part of why I'm in the service right now," said the 20-year-old.

March 29 marked the 30th anniversary of communists' victory in the Vietnam War. After the war, North Vietnamese troops put Airman Ngo's father along with thousands of South Vietnamese soldiers in concentration camps. He wasn't released



**Airman 1st Class Duong Ngo**

from the camp until six years later. Stripped of his military rank and with only a few belongings, Mr. Ngo started a rice farm, where the family lived until 1993.

She said her father told her stories about families of South Vietnamese soldiers who were slain only because the soldiers served the South Vietnamese army. Airman Ngo said hearing about her father's experiences helps her appreciate her life in America.

"I just value things more in life," she said. "I'm lucky I didn't go through what he did in his generation. It makes me see things in a different way. I don't take things for granted."

Airman Ngo's last memories of her home in South Vietnam were chasing crabs that crept onto the family farm with friends and fishing on a stream in her front yard. She lived in Ben Tre until she was 8 years old.

In 1993, the U.S. government awarded Mr. Ngo and his family passage to the United States for his military service during the war, and

his time in the camp. So Mr. Ngo, his wife, Mai Bui, and their six children left the communist country for Amarillo, Texas.

As an elementary student in a new country, Airman Ngo said she had trouble making friends. She knew only a few English words.

"It was kind of hard, just trying to communicate with other people at school," Airman Ngo said.

But a year later, she said English began to come easily to her.

"I like learning new things and meeting new people," she said.

Her ability to learn new skills quickly carried over to her duties in the mobility flight section, she said.

"Airman Ngo is really focused on everything she does," Sergeant Nieves said. "She's an inspiration for everyone."

Airman Ngo set her goals high not only in the workplace, but the classroom. She plans to major in Biology after graduating from State Fair Community College, with dreams of attending medical school.

In 2001, her father suffered damage to his hearing after bumping his head in a traffic accident. Unable to continue his job at a meat packing plant in Amarillo, her mother had to shoulder the workload, raising Airman Ngo's three younger siblings.

"He's never been the same," she says. "(My father's illness) is very hard on the family."

Because of this, Airman Ngo sends her mother \$200 a month. She knows if her parents didn't make the sacrifice of leaving their home, she would not enjoy the freedoms and quality of life she does today.

"I would probably still be working on the farm," she said.

And, probably still standing amid rows of rice crops.